4. (NEW) A vehicle lift as claimed in claim 3 wherein the operating fluid outlet of each main cylinder which is associated with one of the runways supplies a secondary cylinder which is associated with the other runway.

REMARKS

Reconsideration in view of the foregoing amendments and the following remarks is hereby respectfully requested.

I. Objection Under 37 C.F.R. §§ 1.63(c)

The acknowledgement with the respect to priority is appreciated. In view of the fact that the Declaration refers to the PCT application number and the Italian filing date, a new Declaration will be obtained and submitted in due course.

II. Objection to the Specification

With respect to the specification, corrections have been made to the specification on pages 1 and 2 which not only correct the objection noted by the Examiner, but also add headings and make other changes. Approval of the proposed corrections to the specification is respectfully requested.

III. Rejection under 35 U.S.C. § 112, second paragraph

The Examiner next rejected the claim under 35 U.S.C. § 112, second paragraph, as being indefinite for failing to particularly point out and distinctly claim the subject matter by being generally narrative, indefinite, and failing to conform with U.S. current practice. Claim 1 has been cancelled and is now replaced by new claims 2-4 which I are believed to be in full compliance with 35 U.S.C. § 112. Notice to that effect is respectfully requested.

IV. Rejection under 35 U.S.C. § 103(a)

Claim 1 also was rejected under 35 U.S.C. § 103(a) over Figure 1 which shows a prior art arrangment.

This rejection is traversed for the following reasons. It is clear from looking at Figure 1, and from the description thereof in the specification, the source of operating fluid 124 supplies fluid to a first main cylinder 116 and a first secondary cylinder 118 that are each associated with one lift 112. Thereafter, an outlet line 132 from main cylinder 116 supplies fluid to a secondary

cylinder 120 associated with lift 114, and the secondary cylinder 118 supplies operating fluid to the second main cylinder 122 via an outlet 134. Thus, the cylinders controlling lift 114, main cylinder 122 and secondary cylinder 120, each receive operating fluid indirectly from the cylinders controlling the first lift 112.

The present invention differs dramatically from this prior arrangement in that each of the main cylinders 16 and 22 for the two lifts receive operating fluid directly from the operating fluid supply 24. This provides direct and synchronized lifting forces that are equal and consistent between the two lifts 12 and 14. Further, each of the main cylinders 16 and 22 in turn serve as an indirect supply of operating fluid to a secondary cylinder 18 or 20. In this way, synchronized forces from the operating system are applied to each of the lifts 12 and 14 so that movement of the runways 12 and 14 remains synchronized.

As noted in the specification, with respect to the prior art shown in Figure 1, because the runway 114 is supplied indirectly, runway 112 tends to rise before runway 114 so that the vehicle is not raised in a parallel position relative to the ground. This is not the case in the Figure 2 arrangement since each of the operating systems for runways 12 and 14, respectively, receive operating fluid in a consistent way, both with respect to the primary and secondary cylinders.

Claim 2 sets forth that the pair of main cylinders receive operating fluid directly from the operating fluid supply whereas each of the secondary cylinders receive operating fluid indirectly from an operating fluid outlet associated with one of the main cylinders. New claim 3 sets forth that at least one main cylinder and at least one secondary cylinder are associated with each of the lifting runways. New claim 4 sets forth that the operating fluid outlet from each of the main cylinders, which is associated with one of the runways, supplies a secondary cylinder associated with the opposite or other runway so that there is a crossover configuration.

Claims 2-4 are believed to be in novel and unobvious with respect to the apparatus set forth in Figure 1, and since no other art rejection has been made, it is believed that claims 2-4 are in condition for allowance. Notice to that effect is respectfully requested.

V. Conclusion

Attached hereto is a marked-up version of the changes made to the specification and claims by the current amendment. The attached page is captioned "**Version With Markings to**

Show Changes Made." The application is, therefore, believed to be in condition for allowance, prompt acknowledgement of which by a Notice of Allowance is respectfully solicited.

The Commissioner is hereby authorized to charge any additional fees that are required or credit any overpayment to Deposit Account No.19-2112 referencing NOHE.87384.

Respectfully submitted,

Dated: October 9, 2002

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VERSION WITH MARKINGS TO SHOW CHANGES MADE

IN THE SPECIFICATION:

The paragraph beginning on page 1, line 6, has been replaced with the following rewritten paragraph:

~~TEXT OF THE DESCRIPTION~~ BACKGROUND OF THE INVENTION

The present invention relates to vehicle lifts, in particular of the scissors type. In the following description, scissors-type lifts mean in general scissors- and double-scissors-type lifts, in which, when the scissors are closed, the lift is lowered to ground level, and when the scissors are open, the lift is raised, and inverted-and double-inverted-scissors-type lifts, in which the scissors open beneath ground level, in order to lower the lift, and are closed at ground level in order to raise the lift, optionally with the assistance of pistons or rack-type mechanisms.

The heading, SUMMARY OF THE INVENTION, has been inserted before the paragraph beginning on page 1, line 32.

The paragraph beginning on page 2, line 1, has been replaced with the following rewritten paragraph:

This problem is solved remarkably well by means of a volumetric operating system according to ~~claim 1~~ the present invention, for vehicle lifts. Further advantageous characteristics of the said system are indicated hereinafter ~~in the dependent claims~~.

The heading, BRIEF DESCRIPTION OF THE DRAWINGS, has been inserted before the paragraph beginning on page 2, line 6.

The heading, DETAILED DESCRIPTION, has been inserted before the paragraph beginning on page 2, line 17.

IN THE CLAIMS:

Claim 1 has been cancelled.

New claims 2-4 have been added

2. (New) A vehicle lift comprising:

a plurality of vehicle lifting runways;

a volumetric operating system including an operating fluid supply, a pair of main cylinders and a pair of secondary cylinders that cooperate to move the vehicle lifting runways, wherein

the pair of main cylinders receive operating fluid directly from the operating fluid supply, and

each of the secondary cylinders receive operating fluid indirectly from an operating fluid outlet of a respective one of the main cylinders.

3. (NEW) A vehicle lift as in claim 2 wherein at least one of the said main cylinders, and at least one of the secondary cylinders are associated with each runway.

4. (NEW) A vehicle lift as claimed in claim 3 wherein the operating fluid outlet of each main cylinder which is associated with one of the runways supplies a secondary cylinder which is associated with the other runway.